

The Hongkong Telegraph.

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THURSDAY JUNE 30, 1910

四第

號三十三大英港

50c PER ANNUM
SINGLE COPY 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £15,000,000
RESERVE FUNDS £15,000,000
Sinking £1,000,000 at 2 1/2%—£15,000,000
Silver £15,000,000

RESERVE LIABILITY OF PROPRIETORS £15,000,000

GOVERNMENT OF DIRECTORS:
G. Balloch, Esq., Chairman.
Robert Shaw, Esq., Deputy Chairman.
F. H. Amstrong, Esq., S. A. Levy, Esq.
J. W. Bannan, Esq., F. Lieb, Esq.
Hon. Mr. Henry Keeswick, Esq., G. H. Madhurst, Esq.
G. R. Leumann, Esq., H. A. Shells, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager,
Hongkong, 7th May, 1910. [10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUNDS £1,000,000
LIABILITY £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the daily balance.

WM. DICKSON,
Manager,
Hongkong, 26th April, 1910. [11]

YOKOHAMA SPECIE BANK.

CAPITAL PAID-UP—Yen 20,000,000
RESERVE FUNDS—Yen 10,000,000

BRANCHES AND AGENTS:

TOKIO, HANKU, W.
Kobe, TIENTSIN,
OSAKA, PEKIN,
YOKOHAMA, NEWCHANG,
LONDON, DALNY,
NEW YORK, PORT ARTHUR,
SAN FRANCISCO, ANTON,
HONOLULU, LIOWANG,
HONKAI, MUKDEN,
SHANGHAI, TIE-LING,
CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

On fixed deposit:
For 12 months 4 1/2 per Cent.
" 6 " 4 per Cent.
" 3 " 3 1/2 per Cent.
TAKURO TAKAMICHI,
Manager,
Hongkong, 22th March, 1910. [12]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tails 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Preussische Bank (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank & Wechselbank
Barlmer Handel-Gesellschaft
Bank für Handel und Industrie
Robert Wachsauer & Co.
Mendelssohn & Co.
M. A. Rothschild & Soehne, Frankfurt
Jacob & C. Stern
Norddeutsche Bank in Hamburg, Hamburg
Bd. Oppenheim & Co., Köln
Bayrische Hypothek und Wechselbank, München

LONDON BANKERS:
Messrs. M. M. ROBERTSON & SONS,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCH BANK (BERLIN), LONDON AGENT
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager,
Hongkong, 22th March, 1910. [13]

Banks.

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS is allowed at 2 1/2 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION.

For the HONGKONG AND SHANGHAI BANKING CORPORATION:
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1909. [14]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP—GOLD \$25,000,000
AMOUNT \$7,222,222
RESERVE FUND—GOLD \$25,000,000
—ABOUT MAX \$7,222,222

HEAD OFFICE:
20 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRY BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per Cent. per Annum on the daily balance and accepts Fixed Deposits at the following rates:

For 12 months 4 1/2 per Cent.
" 6 " 4 per Cent.
" 3 " 3 1/2 per Cent.

No. 9, Queen's Road Central, Hongkong.

N. S. MARSHALL,
Manager,
Hongkong, 30th April, 1910. [15]

Insurance

CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.
C. Stephani, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
O. R. Burkill, Esq.
J. A. Wattie, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force—\$3,054,154.00
Assets—7,114,490.08
Income for Year—\$675,854.81
Total Security to Policyholders—7,885,854.89

LEFFERTS (KNOX, Esq., Hongkong, District Manager, Canton, Macao and the Philippines.
B. W. TAFE, Esq., District Secretary.

ALEXANDRA BUILDING, HONGKONG.
Hongkong, 1st December, 1909. [16]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.15 p.m. Every 15 minutes.
12.15 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.15 p.m. Every 15 minutes.
3.15 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAY.
8.45 a.m. to 11.15 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, Alexandra Building, The Victoria Road, Hongkong.

JOHN D. HUMPHREY, Esq., General Manager,
Hongkong, 22th April, 1910. [17]

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS at or about the DATES named—

FOR STRAITS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KOBE, JAVA, Noon, and July } Freight only.

and YOKOHAMA } Capt. A. Thomas

SHANGHAI } DELHI, About 7th July } Freight and Passage.

and YOKOHAMA } Capt. G. W. Goss, R.N.R.

LONDON, &c., via usual Ports } DELTA, Noon, } See Special Advertisement.

SHANGHAI, TAKU, NAGA, } About 11th July } Freight only.

SAKI, MOJI, KOBE and } Capt. W. R. Day

YOKOHAMA } and YOKOHAMA

For Further Particulars, apply

P. & O. S. N. Co.'s Office, Hongkong, 3th June, 1910. [18]

Intimations.

LANE, CRAWFORD & CO.



SPECIAL VALUE IN STRAW HATS

\$2.50 each

IN THE LATEST STYLES.

LANE, CRAWFORD & CO.

Kupper's Pilsener Beer.

The Leading Beer in the Far East.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 27th June, 1910. [19]

Hotels.

BELLE VIEW HOTEL.

Telephone No. 907.

SHAUKIWAN ROAD.

The Bar of this hotel is temporarily closed pending the transfer of the License to sell intoxicating liquors.

MAK NAM WOON,
(Proprietor.)

Hongkong, 27th June, 1910. [20]

HOTEL CRAIGIEBURN.

Plunket's Car, 110 Peak, near the Tram Terminus. Tel. 66.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22th April, 1910. [21]

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG TO CANTON: MONDAY, 27th June.

8.00 A.M. HONGKONG 8.00 A.M. HONGKONG

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NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY, COBLENZ, SATURDAY, 10th July, Daylight, and MELBOURNE. Capt. H. Raegenor.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th June, 1910.

Intimations.



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses, Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight." Free.

LONDON, 10, WHITE COURT, 10, WHITE COURT, 10, WHITE COURT.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully executed.

Hongkong, 6th September, 1909.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, mental strain, or by the effects of alcohol, tobacco, or other poisons. It is a powerful tonic for the brain, nerves, and muscles, and is especially adapted for the treatment of all cases of nervous debility, including insomnia, indigestion, and general weakness. It is a powerful tonic for the brain, nerves, and muscles, and is especially adapted for the treatment of all cases of nervous debility, including insomnia, indigestion, and general weakness.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it taken than the system is purified and the blood is made pure. It is a powerful tonic for the blood, and is especially adapted for the treatment of all cases of blood impurity, including skin diseases, and general weakness. It is a powerful tonic for the blood, and is especially adapted for the treatment of all cases of blood impurity, including skin diseases, and general weakness.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 375 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repair.

Telephone: No. 876, 508, or 681.

Telegrams, "Dock, Yokohama" Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts.

A. I. and Watkins.

Yokohama, April 28th, 1909.

For Sale.

FOR SALE

GRACA & CO.

100, NEW WHITE ROAD.

ASIATIC POSTAGE STAMPS

and

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card Albums.

Postage Catalogues for 1910.

Selling, Buying, and Exchanging.

Telescopes, Magnifying Glasses, Periscopes, Gauges.

Novels, Books for parlour and household use.

Toy Books for Children.

Prayer Books, Religious Pictures, Pendant Medals, Statuettes, Flower Seeds.

Relief Scaps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

Inspection invited.

Yokohama, 12th January, 1910.

AN APPEAL

THE SUPERIORESS OF THE ITALIAN CONVENT, QUIN ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Obed and Collars renewed on old ones.

Ladies and Children's Under-clothing, Gills, drawers, Dresses and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Yokohama, 12th January, 1910.

Dentistry

Dr. M. H. CHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 1 and 2.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 29th January, 1910.

TSEI T'ING

ATTEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

TO LET

1ST SEPTEMBER.—BOWEN ROAD.

WESTERN BLOCK OF DWELLING HOUSES at present occupied as

Auxiliary Officers' Quarters.

Suitable for Boarding House.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 29th June, 1910.

TO LET

1ST SEPTEMBER.—BOWEN ROAD.

WESTERN BLOCK OF DWELLING HOUSES at present occupied as

Auxiliary Officers' Quarters.

Suitable for Boarding House.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 29th June, 1910.

Information.

THE SOUTH POLAR EXPEDITION.

CAPT. SCOTT'S PLAN OF ADVANCE.

DANGER AND DIFFICULTY TO BE FACED.

More interesting particulars of the expedition to the South Pole, which was to start on 15 June next aboard the "Terra Nova," were given on 27th May by Capt. R. F. Scott, the commander, in a lecture delivered before the Royal Institution.

There was a sharp difference of opinion as to the value of Polar expeditions, and as to the result of Polar expeditions, said the lecturer. The general public, whose knowledge of such matters was derived from the sensational Press, counted success only in degrees of latitude; and hitherto it had been content to accept little more than bare assertions in support of such claims.

MORE THAN SENTIMENT.

An effort to reach a spot on the surface of the globe which had hitherto been untrodden by human foot, unseen by human eyes, was in itself laudable; and, what that spot had been associated for so long a period with the imaginative ambitions of the civilised world, and when it possessed such a geographical position as the pole of the earth, there was something more than a common sentiment—something more than an appeal to sporting instinct on its attainment. It appealed to the national pride and the maintenance of great traditions; it became the outward and visible sign that we were still a nation, able and willing to undertake difficult enterprises, still capable of standing in the van of the army of progress.

It was possible to conceive a record of a journey to the Pole which would contain only an account of a number of paces taken by the party, the food eaten of the clothes worn; but it became the plain duty of the explorer to bring back something more than a bare account of his movements. He must bring every possible observation of the conditions under which the journey had been made.

THE VOYAGE SOUTH.

Capt. Scott proceeded to outline his journey. The "Terra Nova," after leaving Lyttelton on 18 June, would go to Port Mouton for the adjustment of her compasses, and thence in Cardiff toward her coal. She would reach Cape Town about 1 Aug. After a week's stay there she would sail for Melbourne, reaching that port about 13 Sept. Subsequently, the "Terra Nova" would proceed to Sydney, thence to Lyttelton, New Zealand, where she was timed to arrive on or about 13 Oct.

Various stores not shipped in London would be taken in here, as also would be the 20 ponies and 20 dogs, and the motor, which was brought to Lyttelton by Mr. Meares—who was now in Siberia selecting them—by way of Vladivostok, Kobe, and Sydney.

PENETRATING THE PACK.

It was proposed to leave New Zealand towards the end of November, and to penetrate the pack at an earlier date than it had been the custom for expeditions to do. McMurdo Sound would be reached, if all went well, by the end of December. Even delays would be profitably employed in taking soundings and lecturing himself would be associated, would be landed.

This party would consist of from 22 to 25 persons, and as soon as a winter station had been thoroughly established, a greater number of this party would proceed south to lay depots. Capt. Scott said he thought it would be possible to start this party of not later than the third week in January, when 60 or 70 days remained for travelling.

In the meantime the "Terra Nova" would have proceeded eastward to the region of King Edward's Land, which should be reached before the end of January, or early in February.

At King Edward's Land a party—consisting of six men, with equipment for travelling, if a suitable spot could be found for wintering—would be landed.

This Eastern party would have to face the unknown severity of winter in one of the most inhospitable parts of the Antarctic regions.

HARDSHIP AND DIFFICULTY.

The lecturer affirmed that he could imagine no direction in which the hardships and difficulties of sledge journeys would be more rewarded. He hoped to secure some connection between the Eastern and Western parties—who would be separated by 400 miles by landing additional stores at one or two places on the barrier edge, if suitable places could be found.

Having returned to McMurdo Sound the "Terra Nova" would proceed northward again. Capt. Scott added that he hoped this at the latest would take place about the third week in February, and if a stock of coal remained investigations of the pack in the region of the "Bailey" Islands would be undertaken, subsequently proceeding to the westward or to the south.

His hope, by so doing, was to throw some light upon the coastline between Cape North and Adelaide Land, and to reconnoitre the region with the view of landing parties upon it on a future occasion. These objects would occupy the ship until March, after which she would return to New Zealand.

The Western party he hoped, in the meantime, would have established depots well south of the barrier. During the winter preparations would be made for the great effort to reach the South Pole during the following season.

THE TREK GREAT FRAMES.

"My opinion of the conditions and prospects of the southern journey," declared Capt. Scott, "is that we know that the first phase of the journey must be over the plateau and the great barrier; the second, to climb through the mountain passes; and the third, to traverse a lofty inland plain."

It was only possible, not probable, he added, that no means of transport could be taken beyond the first phase. They would then have to make their advance with the efforts of men alone.

With a large party, and supporting parties returning at intervals, it must be evident that the achievement of reaching the South Pole, in view of the distance to be traversed in the second and third phases, was by no means a certainty.

He was not without hope that the ponies and dogs and the motor sledges might traverse the disturbed parts of the glaciers but even so, the last phase of the journey, owing to the height of the plateau, was to be accomplished in climatic conditions which for severity was unequalled either in Arctic or Antarctic regions.

Capt. Scott further stated he did not propose to start on the southern journey until October. That month would be occupied in traversing the Barrier and ascending the glacier. He hoped to reach the upper plateau fairly early in December, and the ideal day for reaching the South Pole would be 31 December, when the sun reached its maximum altitude.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below. Indicates a Typhoon to the North-East of the Colony.
3. A DRUM. Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below. Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below. Indicates a Typhoon to the South-West of the Colony.
7. A BALL. Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. "Tamar," Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the typhoon may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. "Tamar."

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bomb, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be exhibited from the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and Fishing Vessels, a Cone will be hoisted at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Cape Rock. Aberdeen. San Ki Wan. Sai Kung. Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Observatory.

1897

Intimation.

Powell's
Alexandra
Buildings.ARE
PRODUCERS
OFTHE MOST
UP-TO-DATETIME AND
LABOUR-SAVING

DEVICES.

IN

MODERN.

OFFICE

FITTING.

FILING

CABINETS

With nests of
drawers

SUITABLE FOR

Every Description

of

NUMERICAL

and

ALPHABETICAL

FILING

DESKS,

CHAIRS,

TABLES,

BOOKCASES,

CUPBOARDS, &c.

PARTICULARS ON APPLICATION.

WM. POWELL,
LTD.
HONGKONG.

Hongkong, 17th June, 1910

OLD JAVA.

SOME IMPRESSIONS OF EARLY VISITORS.

CHINESE IMMIGRANTS.

During his voyage in Malayan waters, from 1632 to 1665, Captain Edmund Scott visited Batavia, in Java Major, as he calls the island which we know now only as Java, and Dr. Samuel Purchas gives an abbreviated account of what the worthy Master Mariner wrote in the form of a diary. In those days the Sultan of Batavia was the most powerful ruler in the island, but the Javanese, though exceedingly proud, were "extreme poor, by reason that not one amongst a hundred of them will work. The gentlemen of the land are brought to beggary, by the number of slaves that they keep, which eat faster than their pepper or rice growth. The Chinese do both plant, dress, and gather the pepper, and also some their rice, living as slaves under them, but they suck away all the wealth of the land, by reason that the Javanese are so idle."

Thus, quaintly, Captain Scott sums up the exploitation of the Malay by the Chinaman as it was successfully carried out then, and as it is being carried out to this day; and according to him, the Javanese were "surely man eaters, in times past, before that traffic was had with them by the Chinese, which as I have heard some of them say, is not above one hundred years since." He describes the Javanese as "delighting much in ease and music, and for the most part they spend the day sitting cross-legged like a tailor, whittling of a stick, whereby many of them become very good carvers."

Of the great religion of the Chinese Captain Scott does not seem to have learnt much, for he says, "many of them hold opinion that when they die, if they be good men, they shall be borne again to great riches and be made governors, and if they be wicked men, then they shall be turned into some ugly beast, as a frog or a toad."

CRIMINATION AMONG CHINESE.

He describes their sacrifices of uncooked food and fruit, which they themselves eat afterwards, and the burning of "painted papers, cut out in curious ways and valued by them at a certain price." They are "well versed in Astronomy," he says, "they observe on Sabbath, not one day, but another, except when they lay the foundation of a house or begin some other great work, which day they ever after observe as a holiday." Then, in a paragraph, he adds what should specially interest the Chinese, "when any of them, that are wealthy, die in Batavia, their bodies are burnt to ashes, which ashes they put close in jars, and send it to China to their friends. I have seen when some of them have been a dying, they have set up seven odours burning, four of them being grease and and burning light, and have demanded the meaning of it many times but could never have other than that it was the fashion in China."

much to plays and singing, but they have the worst voices that one shall hear any people have." And by way of showing that in those days, as now, the Chinese were superstitious, he adds: "moreover, they have amongst them some spooksayers, which sometimes rage and run up and down the streets like madmen, having swords drawn in their hands, tainting their hair, and throwing themselves against the ground. When they are in this frantic faking, they affirm, and other Chinese do believe that they can tell what shall come to pass after." On which the worthy Scotsman makes the ingenious comment: "Whether they be possessed with the Devil or no, who reveals something to them I know not, but many Chinese use them, when they need a juncture of any voyage."

CHINESE-MAID AND CHINESE FAMILIES.

Captain Scott's remarks, in respect to the way in which the Chinese then wore their hair, are interesting: "They are surely the most effeminate and cowardliest people that live. On their heads they wear a caul, some of them being made of silk and some of hair. The hairs of their heads is very long, which they bind up on a knot, right on the crown of their heads. Their nobility and governors wear hoods of sundry fashions, some being one half like a hat, and the other like a French hood, others being of network, with a high crown and no brims."

Testimony is given to the physique of the Chinese who came to Java, and their domestic arrangements while there. "These people are tall and strong of body," writes Captain Scott; "having all very small black eyes, and very few of them have any hairs on their faces. They will ateate and do any kind of villanie to get wealth. Their manner at Batavia is to buy women slaves (for they bring no women from China), by whom they have many children, and when they return to their own country, not minding to come to Batavia again, they sell their women, but their children they carry with them. If they die in Batavia, all the goods they have there is the King's; and, if once they cut their hairs, they may never return to their country again, but their children may, always provided that they never cut their hairs."

ENDURANCE UNDER TORTURE.

It is all very well for Captain Scott to call the Chinese then "cowardliest people that live," but he gives a fearful instance of their superhuman power of endurance of pain, which is perfectly magnificent and is at the same time an instance of abominable cruelty, unworthy of any white man; yet, it is to be found only too common in those cruel old days when James was King, Chinese and Javanese had been trying to burn the British out of Batavia, and one day they caught a Chinaman hidden in one of their rooms. He confessed to nothing. "Wherefore because of his silence and that it was he that fired us," (apparently not proven, however) writes Captain Scott, "I caused him to be burned under the style of his thumbs, fingers, and toes with sharp hot irons, and the style to be torn off, and because he

never blinshed at that, we thought that his hands and legs had been mummied with tiring, wherefore we burned him the hands, fingers, shoulders, and neck, but all was one with him. "Then we burned him quite through the hands and with rasps of iron tore out the flesh and sinews. After that, I caused them to knock the sides of his ribs with hot searing irons. Then I caused cold scutes of iron to be struck into the bones of his arms, and suddenly to be snatched out. After that all the bones of his arms and toes to be broken with pieces. Yet, for all this he never shed tears, nor once turned his head aside, nor stirred hand or foot; but when we demanded any question, he would put his tongue between his teeth and strike his chin upon his knees to bite it off."

It seems scarcely proper to continue the description of this fiendish treatment of a captive, which rivals anything culled from the Indian romances of a Cooper or a Reid, yet, as it is an example of the stupendous heroism of a Chinaman, it must be finished. "When all the extremities we could use was but in vain," writes the fellow subject of the whittches who were burned for sorcery and the prisoners who were racked and boiled and humbly-screwed in Christiana Britain, "I caused him to be put fast in yrons again, where the ants, which doo greatly abound there, got into his wounds and tormented him worse than we had done, as we might well see by his gesture."

Even the Javanese now had pity on the miserable creature, for the "King's officers desired me he might be set to death. I told them that was too good a death for such a villain."

Wherefore they being very importunate, in the evening we lead him into the fields and made him fast to a stake. The first shot carried away a piece of his arm, bone and all. The next stroke hit him through the breast up near to the shoulder. Then he, holding down his head, looked upon the wound between our men and the Flemings, they shot him almost all to pieces before they left him. The other two (Chinese) I set free."

A chart or plan of Batavia, dated 1710, which is to be seen at the British Museum (tabulated in Map Catalogue as K. 1636), gives a most realistic picture of the massacre of the Chinese in that city at that time by the Dutch. None of the Chinese would seem to have been spared. Their houses were fired, and those who escaped from the flames were hacked to death or shot in the streets, and then pitched into the water, which appears to be full of them, "Strait Times."

TRAVELLERS ATTACKED AND CARRIED OFF.
RED SEA PIRACY.

Further details about the unrest in the Aden hinterland are given by the Times of India. There seems to be no appreciable improvement in the position. The followers of the Amir of Dihala have been seen in the vicinity of Al Khairba, which lies in the vicinity of Dihala, within the Amir's territory, and to have killed several men, the wife of the Amir of Dihala, near Dihala. Al Khairba is a hill of some strategic importance, for it commands both Dihala and Al Galila, and enables the occupiers to fire into the heart of Dihala and Al Galila. Owing to this trouble no Dihala caravans or traders had come to Aden during the previous fortnight or so.

According to news from Hodeida the turbulent Zaidi tribes, who number about 15,000 and who live between Zaid and Hodeida, are still giving trouble to the Turks. They are reported to have attacked and carried off two caravans, consisting of about 30 camels loaded with merchandise, belonging to Zahed merchants, while going from Zahed to Hodeida. The value of the goods, with the camels, is estimated at more than 60,000 dollars. It is also reported that the Zaidi have boarded and captured two steamboats in the Red Sea while passing from Mocha and Kossala to Hodeida. Nearly 3,000 Turkish troops recently arrived at Hodeida from Constantinople. A further reinforcement consisting of over 10,000 Turkish troops was expected to reach Hodeida from Constantinople in the near future.

Entertainment.

BOXING!

CITY HALL.
SATURDAY next, July 2.
MAIN EVENT:
10 ROUNDS.
Sergt. PIGGOTT v. Battling WILCOTT.
10-ROUND CONTEST:
Gannier ARONDEL v. EDDIE BURNS (Chicago).
8-ROUND CONTEST:
Lance-Corpl. HARRIS v. Gunner BEDBROOK.
6-ROUND CONTEST:
E. COYNE (N.Y.) v. Drummer BOUCHIER.
Referee: J. DEMPSEY.
Commence 9.15 P.M. prompt.
Prices: 3s, 5s, and Rigside Seats 5s.
Booking at Robinsons.
H. LEVITT, Promoter.
Hongkong, 27th June, 1910.

Public Company

HONGKONG ICE COMPANY.
AN EXTRAORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the General Managers at Noon, on MONDAY, 4th July, to consider the proposed extension of plant and premises.
JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 27th June, 1910.

Intimations.

CONFIDENCE.

Lord Chatham "is a plant of slow growth." People believe in things that they say, and in a broad sense they are right. What is sometimes called blind faith is not fatal. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Is it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any one malady for which it is commended, I shall resort to it with belief in its power to relieve me." On these lines.

WAMPOL'S PREPARATION has won its high reputation among medical men, and the people of all civilized countries. It is true it is for the same reason that they try in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod fish, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs; gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tedious preparation of cod liver oil has given me uniformly satisfactory results, my patients of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been applied in vain. "To try it is to trust to it forever after." It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the Revenue Farms in the State of North Borneo from 1st January, 1911, to 31st December, 1912. Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock noon on the 1st day of October, 1910, for the purchase of the exclusive privileges of the farms enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1911.

The farms above referred to are the Opium, Spirit, Gambling, and other Revenue Farms for the whole of North Borneo, and for the whole of the Government of Sandakan, or of Messrs. Guthrie & Co., Singapore and Penang, or of Messrs. Gibb Livingston & Co. at Hongkong.

The retail rates for Opium fixed by Government for the Opium Farm for 1911, 1912 and 1913 are as specified below viz:

For every 3 hoo packet	50.14
" 4 "	0.19
" 5 "	0.24
" 6 "	0.28
" 3 chi receptacle	5.45
" 1 tabil	4.80

Hongkong, 20th June, 1910. [44]

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent

for the "CREME SIMON" and

all Simon's Produces for Toilet

Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910. [47]

KWONG FUNG YUEN,
HEAD OFFICE—No. 8, Des Voeux Road West
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military
Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions. Inspection invited to the Yards.

Best Terms.
Quick delivery.
LEUNG TAI,
Managing Director.
Hongkong, 17th June, 1910. [41]

HONGKONG AVERAGE MARKET PRICES.

Corrected 31st June, 1910, 100 cts. per 5 Mts.

BUTCHER MEAT.

Beef sirloin & prime cut—Moi Lung Pa	20
" Corned—Ham Ngau Yuk	22
" Roast—Shin	22
" Breast—Ngau Lam	15
" Soup, Tong Yuk	20
" Steak—Ngau Yuk Pa	22
" Sausage—Ngau Lan	20
Ballock's Brains—Know	per set
" Tongue fresh—Ngau Li	each
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	15
" Heart—Ngau Sam	per B
" Hump, Sal—Ngau Kiu	18
" Feet—Ngau Kook	each
" Kidneys—Ngau Yiu	9
" Tail—Ngau Mei	18
" Liver—Ngau Gon	2
" Tripe (undressed)—Ngau To	12
Calves' Head and Feet—Ngau-chai-tan-kook	set \$1.00
Mutton Chop—Young Fat Kwai	22
" Leg—Young Fat	22
" Shoulder—Young Fat	22
Pigs' Chilling—Ohl chong	12
" Brains—Ohl Know	per set
" Feet—Ohl Kook	12
" Fry—Ohl Chak	15
" Head—Ohl Sum	11
" Heart—Ohl Sum	each
" Kidneys—Ohl Yiu	pairs
" Liver—Ohl Kon	2
Pork, Chop—Ohl Fat Kwai	18
" Corned—Ham Chai Yuk	22
" Leg—Ohl Fat	14
" Fat or Lard—Ohl Yiu	12
Sheep's Head and Feet—Young Fat	each
" Kidneys—Young Yiu	9
" Liver—Young Fat	22
Sucking Pig, To Order—Ohl Chai	22
Suet Beef—Sang Ngau Yiu	22
" Mutton—Sang Young Yiu	22
Veal—Ngau Chai Yuk	22
" Sausages—Ngau Chai Yuk Tong	20

Chicken—Xai Ural	22
Gapons, Large, Small—Sia Kai	50
Ducks—Ap	22
Doves—Pan Kan	each
Eggs, Hen—Kai Tan	per doz
Fowls, Canton—Kai	22
" Hainan—Hoi Nam Kai	20
Geese—Ngo	22
Geese, Wild Shanghai—Sheng Hoi Ye	22
" Ngo	22
Musk Deer—Wong Keng	each
Hare—Tu Chai	22
Partridge—Che Khoo	22
Pheasant—Shan Kai	each
Pigeons, Canton—Pak Kip	22
" Hoihow—Hoihow Pak Kip	22
Quail—Om Chon	22
Rice Birds—Wo Fa Chai	dozen
Sparrow—Sa Chai	each
Turkey, Cock—Fo Kai Kung	per B
" Hen	Na
Wild Ducks, Shanghai, Solap	pairs
Teal, Shanghai, Solap	each
Wild Ducks Canton—Sang Shing Solap	per pair

FISH.

Barbel—Ka Yu	11
Bream—Sia Yu	16
Canton Fresh Water Fish—Hoi Sia Yu	16
Carp—Li Yu	22
Catfish—Chik Yu	22
Goatfish—Mun Yu	22
Graze—Hal	22
Gutted Fish—Mok Yu	22
Dab—Sa Mang Yu	22
Dace—Wong Mei Lun	22
Dog Fish—Tui Yu	22
Kale, Gogong—Hal Man Yu	22
" Fresh water—Tam Si Yu	22
" Yellow—Wong Siu	22
Frog—Tia Kai	22
Garonpa—Sai Pan	22
Gudgong—Pak Kip Yu	22
Herring—To Pak	22
Halibut—Cheng Kwan Yu	22
Labeus—Wong Fa Yu	22
Loach—Wo Yu	22
Lobsters—Long Ha	22
Macabard—Chai Yu	22
Monk Fish—Mon Yu	22
Mullet—Chai Yu	22
Oysters—Sang Moo	22
Purefish—Kai Hong Yu	22
Purch—Tui Loo	22
Pike—Fa Faw Pong	22
Plaice—Pai Yu	22
Pomfret—Chai Yu	22
Pomfret, White—Pak Chong	22
Prussian—Ming Ha	22
Ray—Pai Fa Yu	22
Rock Fish—Sai Kan Kung	22
Roach—Chai Yu	22
Salmon, (Wild), fresh water—Ma Yu	22

Shark—Sa Yu	22
Shale—Po Yu	11
Shrimps—Ha	22
Snapper—Lap Yu	22
Soles—Tat Sa Yu	22
Tench—Wan Yu	22
Turbot—Chai Hoi Yu	22
Turtle, small, fresh water—Kook Yu	22
White Bait—Ngau Yu Chai	22

FRUITS.

Almond—Hung Yiu	22
Apples, (California)—Kam San Ping	22
" Small—Chai Ping	22
" Custard—Fai Lai Chai	22
Bananas, fragrant, Canton—Sang Shung	22
" Heung Chai	22
" (brides), Macao—San Heng Chai	22
Cherries—Chai Ping	22
Cherries—Yung To	22
Cocoanuts—Yeh Tai	22
Grapes—Sia Tai	22
Lemon, China—Ning Moong	22
" Amer.—Kam San Ning Moong	22
Lichees, Small Stone—Lai Chai Chai	22
" Fresh, Lai Chai	22
Limes, (Saloon)—Sai Kung Nang	22
" Moon	22
Mango, Manila—Lai Sung Moong	22
Mango, Saigon—Sai Kung Moong	22
Mangosteen, San Chai Tai per doz	22
Oranges, Small—Chai Ping	22
" Small—Tat Kai	22
" Mandarin—Tat Kai	22
Olive—Pak Lam	22
Pastor Fruit	22
Pears, (American)—Kam San Shui Li	22
" Canton, Cooking—Sa Li	22
Peanuts—Fa Sang	22
Persimmons, Large—Hung Chai	22
Pineapples, 1st quality—Sheng Poon	22
" 2nd quality—Sheng Poon	22
" 3rd quality—Sheng Poon	22
" 4th quality—Sheng Poon	22
" 5th quality—Sheng Poon	22
" 6th quality—Sheng Poon	22
" 7th quality—Sheng Poon	22
" 8th quality—Sheng Poon	22
" 9th quality—Sheng Poon	22
" 10th quality—Sheng Poon	22
" 11th quality—Sheng Poon	22
" 12th quality—Sheng Poon	22
" 13th quality—Sheng Poon	22
" 14th quality—Sheng Poon	22
" 15th quality—Sheng Poon	22
" 16th quality—Sheng Poon	22
" 17th quality—Sheng Poon	22
" 18th quality—Sheng Poon	22
" 19th quality—Sheng Poon	22
" 20th quality—Sheng Poon	22

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	22
Cat-Chauk	22
Beans, (French) Macao—Oh Moon Pin	22
Tai	14
Beans, (French), Shanghai—Sheung Hoi	6
Pin Tan	6
Beet, Long—Hong Chai	22
Beet Root—Hong Chai	22
Broad Beans, Green—Chang Yuen Kai	22
Broad Beans, Red—Hong Kai	22
Broad Beans, Black—Cheng Yuen Kai	22
Broad Beans, White—Cheng Yuen Kai	22
Broad Beans, Yellow—Cheng Yuen Kai	22
Broad Beans, Purple—Cheng Yuen Kai	22
Broad Beans, Brown—Cheng Yuen Kai	22
Broad Beans, Grey—Cheng Yuen Kai	22
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Intimation.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

	Per Dozen	Per Bottle
Port	\$14.00	\$1.20
B. Red Seal Capsule	18.60	1.55
C Superior Light Invalid, Green Seal Capsule	21.60	1.80
D. Very Fine Old Tawny, White Seal Capsule	28.60	2.40
E. Very Fine Old Tawny, White Seal Capsule	37.60	3.80

The following Ports have been specially selected and procured from Messrs. G. G. SANDEMAN, SONS & CO., of London and Oporto, and are of the highest class:—

	Per Dozen	Per Bottle
Douro	\$19.60	\$1.70
Old Tawny	23.60	2.05
Invalid	23.60	2.05
Extra	32.60	2.85
Very Old Tawny	48.60	4.10
Oldest and Finest	55.60	4.70

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 16th June, 1910.

THE HONGKONG TELEGRAPH.

HONGKONG, THURSDAY, JUNE 30, 1910.

THE VICEROY OF THE TWO KWANG.

The conglomeration of separate peoples more or less artificially divided into Eighteen Provinces and more or less nominally governed by a junta of Manchu Princes in Peking, with the aid of a number of wealthy Chinese of the "mandarin class" (whatever that may be) is going through a process the full meaning of which can be realized by very few, even of those who have made things Chinese their life-long study. From time to time events occur which point to something like a coherent idea controlling all the warring forces at work in the greatest puzzle which has ever perplexed the world. Men arise who seem to have in them that mysterious something, the "je ne sais quoi" of intense vitality and spiritual force which changes the fate of multitudes of men. They pass, and the more things change—the more they remain the same. "Plus ça change, plus est la même chose." Why? The men seemed to be, at the time, the chiefs and leaders who were destined to "set one deep mark upon the face of time." But they, like snow upon the desert's dusty face, lighting a little hour or two, are gone. Viceroy Shun of the Province of Kwang-tung and Kwang, deputed by the Tartar Princes to rule say thirty-seven millions of Chinese living in an area of say one hundred and seventy-seven thousand square miles, was without any doubt an able and energetic man. He is now in his native province pessimistically sulking in the idleness of bitter disappointment. His successor, a clever and enlightened official, has fared little better. The ambitions of a protégé of the once redoubled, and surely redoubtable, Yuan Shih-kai, are said to have obtained some gratification in Shanghai, whence His Excellency Yuan Shih-kai managed to emerge with at least undiminished wealth, and a reputation highly enhanced by a knack of resisting foreign Municipalities and Consular Authorities with a success similar to that of the stone slung amongst the offspring of the dragon's teeth. He succeeded in Shanghai, as Governor of that difficult Province, in earning the approval of Sir James Stewart-Lockhart, the Commissioner at Shanghai, and even appears to have avoided friction with the iron-handed Prussians who now hold Kiao-chow against the world. His record in Shanghai was very promising. His successor, however, has failed in carrying

his country's history or its coffers during his occupancy of the uneasy Vicereignty of the two Kwang Provinces. His personal success or failure may perhaps be surmised from the estimate he gives of his own health, which he, like other wise Orientals, alleges as a good cause for his retiring from a charge which has proved overburdensome. It may be imputed to this Viceroy as a fault that he has not succeeded in suppressing gambling, among thirty-seven million odd inhabitants. We wish to declare our admiration of his courage in even attempting the cleansing of such a sink. He did, we recorded it at the time, threaten to retire if he were not supported in his efforts to establish an honest and public office as gambling. He has literally executed his threat, and his disgusted disillusion is only a reflection of that of the men who preceded him and who also tried and failed to suppress the insolent and almost Satanic corruption of the governmental system of this important portion of the vast Chinese Nation. That he might have done better may be assumed by those of us who are always sure of everything, and especially sure that if "I had been in his place I should have soon done so and so." But Chinese officials are "sair hadden down" by Peking, and all that that word means. It would be too long for our readers' patience to describe in detail the extended complication of a Chinese Viceroy's problem. Twenty difficulties may be named for him ever to solve it. Worse than the extortionate greed of the ghouls of Peking, are the harpies of his own family. An elderly official with a taste for variety in concubines, often incurs blame for deeds the responsibility for which should not rest on his grizzled and shaven forehead, but on those little bundles of painted and coiffured mischief who are his personal interest in life, his comfort, and his curse, his delight and his discontent. For they fatigue with his secretaries and clerks, and rich harvests of money profit combine with the deep damnation of the public as the offspring of the unholy alliance of power and privilege. A Viceroy's own relations are not his best friends from the point of view of those who love honesty in public affairs. Before now a man's own son has been his bane. Some Viceroy leaves everything that requires minute attention to detail and actual personal physical labour to secretaries and nephews, or sons and the like. They are rarely the most successful Viceroy, even when their intentions are quite good. The institution of the tax on foreign goods, for instance, was an old man like Viceroy Yuan really meant well when he attempted to permit the astute gentlemen who formed the opium monopoly to test up a Treaty made with the British Empire. He must have had some purely benevolent idea, such as assisting the British Government in raising the revenues of a great part of India and dislocating trade with a view to giving pleasure to persons who profess a desire to abolish all vice and sinfulness from this best of all possible worlds. Viceroy Yuan continued his predecessor's policy with regard to the Hongkong University. He plainly declared that the Canton University which he would like to see established is only meant to be a sort of "preparatory" for our University here. He never seems to have been formally and of malice prepense an enemy of the Foreigner, especially of us the British in Hongkong. His secretaries are, of course, some of them old, and others are not exceptionally distinguished. Mr. Wu was a man of unusual ability but he did not think fit to put his services at the disposal of H. E. Yuan Shih-kai. Mr. Wei Han, an able and gentlemanly man, is getting old. A new Viceroy is coming, and we most confidently predict that the future will produce a state of affairs which will be the result of a part of which no one knows much, of an activity the nature of which no one can at present ascertain, caused by forces and by men of whom none of us know anything.

LOCAL AND GENERAL.

A NATIVE was fined \$50 at the Magistracy this morning for selling opium.

THE new German dirigible Zepplin VII flew 240 miles from Friedrichshafen to Eindhoven, in nine hours.

THE British Minister at Peking has communicated with the Waiwapi on the increase of duty on opium in Canton.

THERE is nothing new in the discovery of diseases in American bank notes. Over here bank notes have long suffered from consumption.

THE Chinese Engineering and Mining Co. announce that the total output of the Company's mines for the week ending 11th June, 1910, amounted to 10,716.40 tons and the sales during the period to 19,041.26 tons.

THREE Sikhs appeared before Mr. E. R. Halliday at the Magistracy this morning on a charge of fighting outside the King Edward Hotel yesterday afternoon. One of the men had large blood stains on his tunic and showed signs of rough handling. Evidence having been taken, the case was remanded, bail being allowed in the sum of \$50 each. Mr. J. H. Gardiner appeared for the defendants.

Canton-Kowloon Railway.

CLAN FIGHTS ON CHINESE SECTION.

IMPEDE PROGRESS OF CONSTRUCTION.

[From Our Own Correspondent.]

Canton, 29th June. There has recently been a recrudescence of clan fights between the people of the Wan Shin village and those of the Mau Kong village in Pan Yu district, close to the line of the Canton-Kowloon Railway. Arms and other weapons were used by the fighters, thus endangering the lives of the workmen on the line. The progress of the serious occurrence has been temporarily suspended. Tantai W. Han, managing director of the railway, reports the matter to the Viceroy, and the Pan Yu Magistrate, accompanied by the Brigadier General with a number of "braves," was sent yesterday to the spot to restore order.

INTERPORT POLO.

HONGKONG DEFEATS TSINGTAO.

The second of the series of Interport polo matches took place on the ground of the Shanghai Polo Club yesterday evening, reports the Shanghai Times of 24th inst., when Hongkong met and defeated Tsingtao. A year ago it may be remembered, Tsingtao paid a visit to Shanghai, but on that occasion their foot did not impress particularly. However, it showed a decided change for the better on the 24th in the opening passages of the match with Hongkong displayed a considerable amount of spirit. Towards the end, however, they found themselves entirely outplayed, as had to acknowledge defeat to the tune of 5 goals to 1.

The teams took the field as follows:—
HONGKONG: 1. Capt. Scarlett, 2. A. Meinke, 3. Mr. Crookenden, 4. Capt. Davidson.
TSINGTAO: 1. A. Schade, 2. A. Meinke, 3. R. H. Eckford, 4. Pfeiffer.
To those who hoped to see Tsingtao off a good resistance to Hongkong the opening minutes of the game proved disappointing. Sooner was the ball set a-rolling than Hongkong pushed up to the Tsingtao goal, where however, Davidson, with a rather "swipe" sent past. Tsingtao were unable to relieve pressure, and from the "rest" back carelessly sent the ball in front of goal. Davidson was in waiting and making no mistake put the ball in. With the game once more in motion Heathcote got away but was unable to pass Pfeiffer, who very skillfully deprived him of the ball. From here a series of indifferent attempts occurred in the middle and then Eckford got away for Tsingtao. He shot hard and true, and it seemed a certain goal, but fortunately for Hongkong Crookenden was just and cleared in the nick of time. The chuckle.

Starting the second chuckle Pfeiffer, taking advantage of one of the Hongkong players' mistakes, made straight for goal. Davidson was however handy and clearing in excellent style allowed Hongkong to get away. Heathcote galloped up on the wing, then centred, and three of the Tsingtao men missing in succession he was left with practically a clear goal. With a clear straight shot he scored, and now Hongkong were two up. On the push off Tsingtao showed renewed spirit, and Pfeiffer, who showed himself a giant on the northern side, got away by himself. Thirty yards from goal he shot and amid applause the flag signalled a goal. It was, however, only a temporary success, for a moment later Hongkong increased their lead again. In trying to clear from goal mouth Meinke's pony was struck by the ball on the neck, and bounding between the sticks a goal was given. Soon afterwards the Tsingtao men repeated the fatal error of placing the ball in front of their goal and Crookenden lost no chance but scored with a hard drive. The chuckles concluded with the score:—

Hongkong 4; Tsingtao 1.
In the third chuckle Davidson went forward while Crookenden was transferred back. All through Tsingtao were very badly pressed and throughout the spell Hongkong seldom left their half. Crookenden and Davidson scored a fifth and sixth in rapid succession, while after scrappy play the former towards the close bagged home a seventh. The bell then went and as the players were exchanging places, Pfeiffer got away and passing to Meinke he latter scored a second point for Tsingtao. This chuckle concluded:—
Hongkong 7; Tsingtao 2.
Comparatively little interest was taken in the last chuckle, play being slow. Davidson put up an eighth goal for Hongkong and after a display of rare combined work Crookenden added a ninth. The match was then brought to a close, Hongkong winning by 9 goals to 2. Hongkong thus retain the cup. This evening a game takes place between Shanghai and Tsingtao.

TYPHOID ON A WARSHIP.

OVER SIXTY PATIENTS.

Typhoid fever is very prevalent among the crew on board the battleship *Yusui* (formerly the *Orel*). Shortly after she left Yokosuka on the 11th inst., the *Japan Herald* states, a seaman was found to be suffering from the fever and when the warship arrived at Kamishi on the 14th instant, the number of patients had reached to 65. As it appeared to be spreading further, the vessel returned to Yokosuka and after the patients were accommodated at the Naval Hospital, underwent disinfection on a large scale.

THE repairs to the damaged Dutch armoured cruiser *Neerlandsche*, now in dock at Swire, are estimated to cost 175,000 guilders. It will take about five and a half months to do the work.

THE TYPHOON.

ROUGH PASSAGES TO HONGKONG.

The great wind, which has been circling round within a radius of 300 miles of this Colony, has not, as far as we know, done any more damage to "anybody that mattered" than that caused by the delay of a steamer or two, and the failure of the *Barinanna* Company to give the community the pleasure of hearing the charming music of the "Dollar Princess" last evening. This amounts to a tragedy. Every body who loves to have his ears enchanted with sweet sound, and who likes to see pretty people and hear pretty music wanted to go to the "Dollar Princess" yesterday night. Fate intervened, and the typhoon has robbed us of a pleasure.

THE S.S. "HAIYANG."

had a bad time coming here from the Coast Ports. She ought to have arrived yesterday at eight in the morning, and as a matter of fact she only came in this afternoon at two p.m. She had a

TERRIBLE TIME

coming down. She and four ships remained at anchor near Devil's Island, Swatow, while the typhoon demon stormed up and down the rock-bound coast of China. Finally the Captain decided to leave yesterday evening at five o'clock. He and his officers have as usual brought in the *Haiyang* without the loss of ten cents' worth of property in ship or cargo. As for loss by sea-sickness to passengers, we forgot to inquire from the steward, but the cook told the boy of a Chinese friend of ours that "for some time there was no need to cook much" on board the s.s. *Haiyang*.

FOR TWO YEARS.

The Captain has not experienced a worse gale. The *Haiyang* is a young ship, and a good ship, and this is the first time she has met with a South-East gale coming up like a fiend-inspired soul from the pit of the winds. She was slightly loaded, and one may imagine the cork-like effect on a ship so high out of the water, when the waves were sometimes as big as Government House and sometimes were trying to emulate the fabulous animal invented a few days ago in Kowloon. Something more than three feet down the good ship sank into the hollows of the seething fury of the wind-lashed water. But she came in all right, and though she is so late, say about thirty hours, there is no harm done, for she has brought her cargo and passengers (not to mention the officers and crew) and above all her mails all right and dry. How can anything be "tight" and yet "dry"? O. E. course, by travelling in a Douglas boat.—P. E. D.

THE worst effect appears to have been felt between two and three o'clock this morning when the wind blew in terrific fitful gusts though not of full typhoon force. Beyond the breaking of a few flower pots and the smashing of upturned windows in some houses no damage has been reported ashore or afloat. It will be remembered that the *Overland* left 8.30 a.m. today that the typhoon appeared to be moving northwards and was approaching the coast to the west of Macao. The typhoon has brought in its train a welcome downpour of rain adding no less than 3.86 inches of rain to the quantity stored in the reservoirs since yesterday.

WAGLAN LIGHTHOUSE.

Up to this morning no report of any casualties has been received from Gap Rock, but we believe that telegraphic communication with Waglan Lighthouse was interrupted sometime in the course of the forenoon, whence no news by cable has been received since.

CANTON DAY BY DAY.

OPIUM ESTABLISHMENTS.

[From Our Own Correspondent.]

Canton, 29th June. A return of the opium firms, dealing in both raw and prepared opium in Canton, is required to be furnished once every six months, together with a memorandum showing the amount of opium sold daily by each. This return is to be submitted by the police authorities to the Canton Government Anti-Opium Bureau for report to Peking for the information of the Anti-Opium Commissioners. According to the last return the number of opium establishments in Canton is two hundred and two in all, of which 50 are situated in the old city, 38 in the Eastern and Southern suburbs, 84 in the Western suburb and 30 in Honam. According to the regulations promulgated by the Anti-Opium Commissioners, the number of opium shops is not allowed to be increased in Canton.

CHEAP RICE.

The Gentry of Faisan, have decided to adopt the scheme of distributing cheap rice by emulating the example of the Committee of the Cheap Rice Dispensary in Canton to relieve the distress of the people of the poorer classes in that town. A certain sum of money has been raised and rice will be imported from Siam and Annam for the purpose.

SIR CURRIMBOY EBRABIM.

CREATED A BARONET.

Mr. E. Pabany informs us that he received, last night, a telegram from his Bombay office that the firm's senior partner, Sir Currimboy Ebrabim, was created a Baronet by His Majesty King George on Friday last.

Sir Currimboy Ebrabim is the senior partner of Messrs. Currimboy Ebrabim & Co., of Bombay and Calcutta, and E. Pabany of Hongkong, Shanghai and Kobe. Sir Currimboy Ebrabim is the first Mahomedan Baronet in the Bombay Presidency.

When the steamer *Hong Koh* next arrives at Singapore an interesting ceremony will take place. The United States Consul, on behalf of his Government, will present to Mr. Gardiner, chief officer of the vessel, a gold watch in recognition of a deed of gallantry performed in the Atlantic some time ago.

A RECHIVER'S AFFAIRS.

ACTION AGAINST FORMER PARTNER IN A FIRM.

Before Mr. Justice Hasland, Acting Puisne Judge, in the Summary Court this morning, J. A. Seth, Receiver, and Manager of the A. Dal firm, sued To Ki, a former partner in the firm, to recover the sum of \$280.54, being amounts overdrawn by the defendant and one month's notice for leaving the firm's employ at without giving notice. Mr. B. Johnson, of Messrs. Denys and Bowley, appeared for the plaintiff and Mr. C. Wilson, of Messrs. Hastings and Hastings, represented the defendant.

Mr. Wilson said that he had given notice of a special defence to his friend.

Mr. Johnson said the notice was not given in time. At least 24 hours' notice should have been given, whereas they received the notice only yesterday afternoon.

Mr. Wilson said, his friend's action was irregular in joining the name of Mr. Seth with the A. Dal firm without making a formal application.

Mr. Johnson said he understood that the Court had already given him leave to join.

His Lordship said that Mr. Johnson should make a formal application and the case was adjourned, costs being ordered to be paid by the plaintiff.

NEW SHANGHAI-BUILT STEAMER.

TRIAL TRIP OF THE U.S. ARMY TENDER "GENERAL WEEKS."

A large number of Shanghai residents yesterday afternoon, 24th June, availed themselves of the courteous invitation of the Shanghai Dock and Engineering Co., Ltd., to take a run down river in the new steel screw tug *General Weeks*, built by the Dock Company to the order of the Quartermaster's Department of the U. S. Army, Manila, P. I. We make the following extracts from the report of the *Shanghai Times*. Bids for the construction of the craft were invited from all the ship-building firms in the Far East, but the Shanghai proved successful, and the *General Weeks* is the last one of seven vessels built for the Army, the other six, which were smaller than the present one, having been despatched to their destination about three months ago, and having arrived safely and given a general satisfaction in the harbour work they are now engaged in. The *General Weeks* is a handsome craft, schooner rigged, 48 feet 6 in. in length, 16 feet beam and 17 feet moulded depth. She is built of steel, and has two watertight compartments. She was practically completed a couple of weeks ago and had her official trial trip last Saturday outside Woosung, when she developed a mean speed for the six hours run of fourteen point nine knots per hour, the contract speed calling for fourteen knots. During the trial trip the owners were represented by Captain Parker and Mr. J. N. Robb; the vessel behaved splendidly.

every point of view. The *General Weeks* is a very fine craft, and the contract speed should not be less than 14 knots per hour.

The following is a brief description of the *General Weeks*:—Length 48 feet, moulded depth 17 feet, four water tight compartments, schooner rigged with the necessary fore and aft sails. Her propelling machinery consists of one set of triple expansion surface condensing direct acting engines having cylinders 17½ inches, 28 inches, and 46 inches diameter with a stroke of 33 inches and designed to the Board of Trade and Lloyd's requirements for a working pressure of 180 pounds per square inch. Two large steel cylindrical multi-bulb boilers fitted with forced draft to supply steam to the engines and auxiliary machinery which consists of steam steering gear, etc. There is a Duplex general service pump, fan engine, evaporator and distiller for a ten inch steam-driven centrifugal salvage pump, steam windlass and dynamo with large search light in position above the wheel house. The vessel has a large bunker capacity, being able to carry enough coal to enable her to steam 2,500 miles without re-coaling. Her contract speed was 14 knots but on her trial trip she made 14.9 quite easily. The engines were to develop not less than 1,000 I.H.P. but this was brought up to 1,232 I.H.P. She has a splendid fire service on board in case of mishap, while there is also a complete set of salvage gear carried. All her electric, search light and distilling apparatus were subjected to a severe test during her trials and fulfilled all expectations. Her accommodation consists of a very handsome and cosy room for the use of the Captain, situated just abaft the wheel house on the upper deck. There are also two commodious state rooms for the chief officer and chief engineer on the main deck, while forward is a handsomely appointed saloon. The crew's quarters are roomy, light and airy and are situated in the between decks forward.

THE lecture to be given this evening at the Chinese Y. M. C. A. by Rev. J. Gerdtz has been postponed on account of the inclemency of the weather.

FIFTEEN Chinese appeared in the Police Court this morning for gambling in No. 44, Equine Street. The two keepers were each fined \$50, two small boys were ordered to pay \$2 each, while the rest were each mulcted in the sum of \$4.

ONE interesting feature of planting enterprise in Java is the revival of coffee cultivation which had fallen off greatly of late years owing to leaf diseases and low prices. The Java crop, which reached nearly one million piculs yearly before 1885, now scarcely touches 80,000 piculs. Java coffee, properly so called, having thus failed, Liberia coffee came into favour until leaf disease seized upon it. Planters now plant their fifth on Robusta coffee, an African variety, and the area under it is steadily increasing. So far, this coffee is free from leaf disease. It has besides the advantage of early productivity, quick growth, and heavy yields.

THE CANTON OPIUM MONOPOLY.

A PENANG VIEW.

One of our Singapore contemporaries does not understand the law and order of the Canton opium monopoly, of which Reuter is now telling us. "We have not," it says, "a sufficient quantity of reliable information to justify us in saying whether the re-grant of the Canton opium monopoly is a breach of treaty rights or not," did later on, "If the grant of the Canton opium monopoly is contrary to treaty it should be resisted with the utmost vigour." As we understand it, the granting of the monopoly is not objected to by anybody, unless, perhaps, by the anti-opium people, who will recognise therein an intimation that the import of the foreign drug is to be permitted for some time to come yet, for no man would pay for a monopoly if he had not some assurance of a sustained tenure of it.

THE OBJECTION OF THE INDIAN MERCHANTS, then, is not to the re-granting of the monopoly. The word re-granting should be sufficient indication that a monopoly is not an innovation. The objections of which Reuter tells must be to the new tariff of the monopoly, which, if as high as Reuter mentioned on the 10th inst., namely, \$300 additional per chest, is distinctly a breach of the Opium Convention and its subsequent memorandum, of basis of agreement. In this memorandum, signed at Hongkong in 1886, it was agreed that opium "shall be free from all further imposts of every sort" than the 10 per cent fixed at the rate. We calculate that each chest will contain about three-quarters of a picul, so it will be seen that, calling Tls. 1.50 the chest, the increase works out roughly at about \$400 a picul, or about 170 per cent. The chests average 6,400 balls, the balls 30 table, and 1,600 tablets make one picul. But we notice that in the additional Articles to the Chefoo Convention, signed in 1885 in London, the duty is calculated "per chest of 100 catties," Tls. 30 tariff, and not more than Tls. 80, transit tax (lekin).

An increase of two hundred per cent. is quite sufficient to explain the

WORRY OF THE INDIAN MERCHANTS, and their Hongkong agents. It is practically a prohibitive tariff, and would force most consumers to content themselves with the native drug, which is not so potent. The question now is whether it was meant to be prohibitive or not, or otherwise. Reuter says the Chinese Foreign Office "advised the British Ministry" but for an explanation.

We believe in the sincerity of the high Chinese authorities in wanting to suppress the opium habit. We consider that their deeds have been as good as their words, so far. This Canton business, whatever its indirect effect might be, would not be started with a view to pushing the sale of the native stuff. In our time the anti-opium people had

PRACTICALLY CAPTURED CANTON, and though it is hard to guess how an opium monopoly could be induced to threaten the

tariff will be traced to anti-opium zeal, out-running discretion. Not only has the old, hypocritical Convention been breached, but the new understanding, by which Indian exports were to cease in ten years, has been flouted. For over thirty years Great Britain and China have been telling each other they recognise "the desirability of placing restrictions on the consumption of opium." It cannot be denied (except by unfair people) that China has, by edicts, penal procedure, and official destruction of crops, placed a good many restrictions lately on the consumption of the native drug. Now somebody at Canton has been too big a hurry to restrict the foreign stuff.

They have, of course, as we have shown, COMPLETELY DISREGARDED THE TREATIES, old and new, and the Canton monopoly will have to lower his rates at once. The Viceroy will make him. The Waiwapi will make the Viceroy make him. The British Minister will make the Waiwapi make the Viceroy make him. Thus we find our own Christian Government and the Government of China in positions totally reversed: The Christian Government, to maintain its treaty rights and help the merchants of India and Hongkong, will postpone its Christian duty to a more convenient season. China, that amazing example of cautious conservatism, has actually been detected in a hurry in illegal haste.—*Scrutiny*.

THE latest case of plague to be reported—the sixteenth of the year—came from New Market Street, where a Chinaman died of the disease to-day.

A WIFE V. V. contemporary recalls that at one time in England it was a punishable offence to kiss either wife or children on Sunday. Some sordid males affirm that the same holds to-day and every day in regard to mothers-in-law and maiden aunts.

WHEN will the new Law Courts be finished? The heavy rains of the past two days have caused a miniature stream to flow in the neighbourhood of the Supreme Court Library and has played havoc with the law books. As for lack of accommodation in the Summary Court, it is enough to make a saint howl with indignation at the *laissez faire* spirit of the Hongkong Government. How many more years would the contractor who has been entrusted with the glorious work like to wait? To put the word "Fais" to perhaps the greatest force in modern architecture as far as time is concerned?

RAJAH Brooke of Sarawak has officially notified that "in order to discourage the advancing of money to natives and Chinese on the security of their rubber gardens, a resolution was adopted the price of rubber fall, is calculated to cause ruin to these native planters, as was the case with pepper planters. I hereby give notice that anyone giving such advances does so at his own risk, and that he will not, as a matter of right, be entitled to recover same from the Courts. The effect of this Court will in future at his discretion either reduce the amount of any claim in such case made or entirely ignore it."

Intimations

HONGKONG.

Shipping—Steamers.

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"MONTEAGLE" TUESDAY, AUGUST 16TH.	
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus. Passengers booked on all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

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R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class to Canadian and American Railways.

Via Canadian Atlantic Port 44s. Via New York 44s. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—L. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI via SWATOW	"KWONGSANG"	FRIDAY, 1st July, Noon.
SHANGHAI, KOBE & MOJI	"NAMSANG"	SATURDAY, 2nd July, Noon.
MANILA	"YUENSANG"	SATURDAY, 2nd July, 3 P.M.
TIENTSIN via SWATOW, WEI HAIWEI & OHKONG	"CHEONGSHING"	SUNDAY, 3rd July, Daylight.
S'GAPORE, PENANG & CALCUTTA	"FOOKSANG"	WEDNESDAY, 6th July, Noon.
MANILA	"LOONGSANG"	FRIDAY, 8th July, 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers "Kaitang," "Namsang," and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified physician is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yungtze Ports, Shanghai, Tientsin & Newchwang. For Freight or Passage, apply to—JARDINE MATHESON & CO., LD., General Managers. Telephone No. 215, Hongkong, 30th June, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
SAIGON	"TIENSHIN"	1st July, 4 P.M.
AMOI, CHIU and ILOILO	"XAFONG"	2nd July, 4 P.M.
SHANGHAI	"FOOHOOW"	4th July, 4 P.M.
HAIPHONG	"CHILIL"	5th July, 10 A.M.
SAMARANG & SOURABAYA	"SHANTUNG"	6th July, 4 P.M.
CHIEFOO & TIENTSIN	"KUBISHOW"	7th July, 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHEA"	27th July, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

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FAST SCHEDULE TWIN-SOREW STEAMERS (Anhui, Cheong, Liong, Chiehun), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 35, Hongkong, 30th June, 1910.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Date
AAPIRO	1550	R. Rodger	MANILA	SATURDAY, 9th July, at Noon.
ROBI	1550	A. Fraser	"	SATURDAY, 16th July, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS. Hongkong, 30th June, 1910.

Shipping—Steamers.

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(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada; also to the principal Ports in Mexico, Central and South America.

For	Steamship	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"SHATTER MARU" Capt. I. Saito	6182	WEDNESDAY, 13th July, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6182	WEDNESDAY, 10th Aug., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamship	Leaves
TASMU v. SWATOW & AMOI	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 3rd July, at 10 A.M.
ANPING via SWATOW and AMOI	"JOSHIN MARU" Capt. Y. Yamamoto	WEDNESDAY, 6th July, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, 4th Floor, No. 1, Queen's Buildings.

Hongkong, 27th June, 1910. T. ARIMA, Manager.

NIPPON YUGEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSHALLS, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AKI MARU, Capt. K. Homma, Tons 7000 MISHIMA MARU, Capt. A. E. Moise, Tons 9000 KAGA MARU, Capt. M. Hagino, Tons 7000	WEDNESDAY, 6th July, at Daylight. WEDNESDAY, 20th July, at Daylight. WEDNESDAY, 3rd Aug., at Daylight.
VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. S. Hirotsu, Tons 7000	SATURDAY, 16th July, From KOBE
VICTORIA, B.C., & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	INABA MARU, Capt. K. Kawara, Tons 7000 TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 19th July, at 4 P.M. TUESDAY, 16th Aug., at 4 P.M.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekino, Tons 5000 NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 8th July, at Noon. FRIDAY, 5th August, Noon.
BOMBAY, via SINGAPORE AND COLOMBO	TOSA MARU, Capt. Y. Nomura, Tons 6000	THURSDAY, 20th June, P.M.
SHANGHAI, MOJI & KOBE	WAKASU MARU, Capt. N. Nielsens, Tons 7000	WEDNESDAY, 6th July.
KOBE AND YOKOHAMA	ATHUTA MARU, Capt. Wm. Thompson, Tons 6200	THURSDAY, 7th July, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6200	WEDNESDAY, 6th July, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. *Cargo only. *Carries deck passengers through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUBUMOTO.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, ORYLLON, AUSTRALIA, INDIA, ADEEN, ADEN, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading, issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA," Captain E. W. H. Snow, carrying His Majesty's Mail, will be despatched from this for BOMBAY, etc., on SATURDAY, the 9th July, 1910, at Noon, taking Passengers and Cargo for the above Ports. In connection with the Company's S.S. Macedonia, to 512 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. Colorado, due in London on 21st August, 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to B. A. HEWITT, Superintendent Hongkong, 27th June, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR," Captain G. F. Hudson, will be despatched for the above ports on SATURDAY, the 2nd July, at Noon.

For Freight, apply to DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 28th June, 1910.

HONGKONG-BOSTON AND NEW YORK.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

"INDRASAMHA," on MONDAY, 4th July, at 5 P.M.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Agents. Hongkong, 27th June, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER B.C., TIGON AND SEATTLE via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents. Queen's Buildings, Hongkong, 29th June, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK (With Liberty to Call at the Malabar Coast).

THE Steamship

"WYNERIC," will be despatched for the above Ports on WEDNESDAY, the 13th July, 1910.

For Freight, apply to ARNOLD KARBURG & CO., General Agents. Hongkong, 28th June, 1910.

Consignee.

NORDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOBLIN," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk. Into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of July will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of July, at 9.30 A.M.

All claims must be made before the 6th of July, 1910, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, BREMEN, General Agents. Hongkong, 27th June, 1910.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge, or remaining on board after 4 P.M., the 29th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 28th June, 1910.

FROM EUROPE.

THE H. A. E. Steamship

"MECKLENBURG," Captain Malchow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the H. A. E. "Hodylong" extra hazardous Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the undersigned.

*Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox., will be subject to sale.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO—Ex s.s. Somer from Setubal. Ex s.s. Holar from Copenhagen. Ex s.s. Germania & Hamburg from G6 eberg. Ex s.s. Saphira Wormal, from Bordeaux.

HAMBURG-AMERICA LINE, Hongkong Office. Hongkong, 27th June, 1910.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers. Hongkong, 17th August, 1908.

NEW SHOP JUST OPENED!!

DO NOT MISS LOOKING AT OUR WONDERFUL SELECTIONS OF

RARE JEWELS, &c., &c., &c.

MOHIDEEN & CO.

Dealers in

ORYLLON PRECIOUS

STONES, &c.

38 & 40, QUEEN'S ROAD

CENTRAL.

ROBBERS' ABILE RETURNS

	April	May	Total
Allagar	2,400	3,100	5,500
Alor Pongu	1,150	1,875	3,025
Alor	600	600	1,200
Anglo-Malay	48,359	47,053	95,412
Ayer Kuning	750	—	750
Balagow	8,675	9,778	18,453
Banting	1,361	1,710	3,071
Batu Caves	10,952	12,450	23,402
Batu Tiga	6,123	6,622	12,745
Berant	70,000	—	70,000
Berant	5,761	6,043	11,804
Bikan	785	7,715	8,500
Bukit Kajang	3,351	3,814	7,165
Bukit Rajah	30,960	—	30,960
Bukit Lintang	3,000	3,320	6,320
Carey United	7,700	12,000	19,700
Castlefield	2,700	3,003	5,703
Changkat Serdang	3,003	3,003	6,006
Changkat Selak	—	901	901
Cicely	9,450	—	9,450
Consolidated Malay	—	37,631	37,631
Caladonia	—	68,447	68,447
Danangara	—	3,798	3,798
Edinburgh	5,000	6,400	11,400
Edinburgh (S'gor)	—	38,401	38,401
F.M.S. Rubber	31,870	392,577	424,447
Gedong	13,500	17,500	31,000
Glenash	3,045	3,045	6,090
Glenash	2,335	3,110	5,445
Golden Hope	6,735	5,877	12,612
Goldcoast	11,801	—	11,801
Harpenden	6,481	—	6,481
Heawood	—	927	927
High & Lowlands	42,265	36,643	78,908
Inch Kenneth	12,646	14,148	26,794
Jugra	7,170	9,678	16,848
Jebong	16,870	18,500	35,370
Kapar Para	10,641	—	10,641
Kempsey	6,293	7,712	13,995
Kempsey	3,043	—	3,043
Kepong	2,415	2,750	5,165
Kota Tinggi	561	—	561
Kuala Klang	1,759	—	1,759
Kuala Rub. Est.	2,410	—	2,410
Kuala Lumpur	38,500	38,500	77,000
Labu	14,720	17,185	31,905
Lamadun	29,838	37,748	67,586
Lidbury	8,234	6,609	14,843
Linggi	60,500	61,300	121,800
London Asiatic	5,574	12,616	18,190
Malacca Plant	24,000	21,000	45,000
Merton	1,788	1,761	3,549
North Hummock	4,559	5,189	9,748
Nova Scotia	—	8,480	8,480
Pataling	2,500	2,400	4,900
Pegoh	2,447	27,917	30,364
Pekah Plant	9,072	—	9,072
Port Dickson	—	2,251	2,251
Rembia	—	9,774	9,774
Riba Rubber	4,390	5,913	10,303
Rubens	—	10,000	10,000
Rataul	1,722	1,490	3,212
Riber Growers Assn	2,043	2,404	4,447
Sengat	5,931	6,005	11,936
Salaba	1,025	5,788	6,813
Selang Chob	3,300	3,930	7,230
Selang Kapar	14,300	—	14,300
Selangor	12,720	14,374	27,094
Selangor	34,385	—	34,385
Selangor	39,445	13,616	53,061
Selangor	4,305	6,000	10,305
Sellford	—	21,500	21,500
Shore & Johore	3,156	10,916	14,072
Singapore Para	5,300	4,950	10,250
Straits Rubber	20,000	21,000	41,000
Tangkai	2,435	3,103	5,538
Tangkai Anon	—	620	620
Tall Ayr	—	17,800	17,800
Tandagar	770	300	1,070
Tong	—	3,160	3,160
United Singapore	1,300	1,430	2,730
Vilambrosa	30,000	—	30,000

All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which is above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps. — *Singapore Free Press*

COMMERCIAL

TO-DAY'S EXCHANGE.	
Selling.	
London-Bank T.T.	100/10
Do. demand	100/10
Do. 4 month sight	99/10
France-Bank T.T.	100/10
America-Bank T.T.	100/10
Germany-Bank T.T.	100/10
India T.T.	100/10
Do. demand	100/10
Shanghai-Bank T.T.	100/10
Singapore-Bank T.T. per H.K. \$100	100/10
Japan-Bank T.T.	100/10
Yokohama-Bank T.T.	100/10
Buying.	
4 month sight L/C	100/10
6 month sight L/C	100/10
30 days sight San Francisco & New York	100/10
4 month sight do.	100/10
30 days sight Sydney & Melbourne	100/10
4 month sight France	100/10
6 month sight do.	100/10
4 month sight Germany	100/10
Bar Silver	24 1/2
Bank of England rate	100/10
Consols	100/10

SHARE QUOTATIONS

Supplied by Messrs. H. S. KAPOOR & Co. (Corrected to noon, after attention given under "Commercial Intelligence," page 5)

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND	APPROXIMATE PERCENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$16,500,000	\$2,011,088 \$1,000,000 \$1,011,088	2 1/2% for half year ending 31.12.09 @ ex 1/91 = \$45.11	4 1/2% \$505 \$489.10/
National Bank of China, Limited	90,925	7	20	\$2,400,000 \$2,400,000	\$10,158	\$2 (London 1/6) for 1909	\$76 buyers
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,185 \$1,654,185	none	\$10 for 1908	6 1/2% 177 1/2 sellers
North China Insurance Company, Limited	10,000	4 1/2	25	Tls. 225,000 Tls. 225,000 Tls. 225,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 1/2% Tls. 110
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000 \$100,000 \$3,100,000	\$87,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6 1/2% \$820 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$294,481 \$1,294,481	\$70,617	\$12 for 1908 and interim of \$3 for 1909	7 1/2% \$100
FIRE INSURANCES							
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$550,248 \$1,550,248	\$418,406	\$5 and bonus \$1 for 1908	7 1/2% \$114
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,400,000	\$430,218	\$27 for 1908	8 1/2% \$350 sales
SHIPPING							
China and Malacca Steamship Company, Limited	10,000	\$25	\$25	\$27,749 \$250,000 \$277,749	Dr. \$3,777	\$2 1/2 for 1906	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$1,000,000	nil	2 1/2 for year ending 30.5.1908	\$2 1/2 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$1,200,000	\$38,506	Final of \$2 1/2 for account 1910	8 1/2% \$13 sellers
Jade-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$1,000,000 \$240,000 \$1,240,000	\$13,753	6/- for 1907 on Preference shares only @ ex 1/10 1/16 = 5 1/2	\$66
Do. (Deferred)	60,000	45	45	\$1,000,000 \$240,000 \$1,240,000	\$13,753	2nd lot of 2/- per share (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 1/2% 102/- ex div.
"Shell" Transport and Trading Company, Limited	1,000,000	1	1	\$1,000,000 \$1,000,000	\$12,994	A dividend of 7 1/2% for yr. ending 30.4.1910	\$24 1/2 sellers \$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,159	A bonus of 5 1/2% for yr. ending 30.4.1910	\$1 1/2
REFINERIES							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$200,000 \$23,620 \$223,620	Dr. \$8,090	\$10 per share for 1909	5 1/2% \$168 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$700,000	Dr. \$15,801	\$5 for 1897	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000	Tls. 6,102	Tls. 10 for year ending 31.5.09	Tls. 62 1/2 sellers Tls. 62 1/2 sales
MINEING							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$1,000,000 \$24,390 \$1,024,390	\$1,435	Final of 1/6 making 3/- for 1909	9 1/2% Tls. 17 1/2 Pa. 15
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	\$600,000 \$600,000	none	Final year	9 1/2%
Raub Australia Gold Mining Company, Limited	150,000	1 1/2	1 1/2	\$225,000 \$225,000	\$4,471	\$1 per share 12th dividend	5 1/2% \$7 buyers 4 1/2%
Oriental Consolidated Mining Co., Ltd.	50,000	1 1/2	1 1/2	\$75,000 \$75,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15	5 1/2%
Docks, Wharves & Godowns	500,000	G \$10	G \$10	\$5,000,000 \$5,000,000	none	\$1.75 for year ending 31.12.06	\$10
Swire & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000	Dr. \$8,090	\$2 1/2 for 1909	4 1/2% \$56 sellers
Hongkong & Kowloon Wharf and Godown	4,000	\$250	\$50	\$1,000,000 \$1,000,000	\$30,447	Interim of \$1 1/2 for account 1909	\$50 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$2,500,000	\$1,175	Interim of Tls. 2 1/2 for 1910	6 1/2% Tls. 78
Shanghai Dock and Engineering Co., Ltd.	30,000	Tls. 100	Tls. 100	Tls. 3,000,000 Tls. 3,000,000	Tls. 0.10	Final of Tls. 4 for 1909	5 1/2% Tls. 118
Shanghai and Hongkew Wharf Company, Limited	30,000	Tls. 100	Tls. 100	Tls. 3,000,000 Tls. 3,000,000	Tls. 0.10	Final of Tls. 4 for 1909	5 1/2%
LANDS, HOTELS & BUILDINGS							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 2,500,000	Tls. 4,114	Tls. 6 for year ending 29.12.07	Tls. 101 sellers \$16 buyers
China-Borneo Company, Limited	50,123	\$15	\$15	\$751,845 \$751,845	\$24.1	\$1 to 100 old and 60 cents on first new issue	8 1/2%
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$600,000	\$1,177	\$2.60 on old shares and 1.30 on new shares	2 1/2% \$57 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$50	\$50	\$400,000 \$400,000	\$12.0	for half year ending 31.12.09	7 1/2% \$100 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000	\$1,471	Interim of 3/- for account 1909	6 1/2% \$8 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000	\$1.0	45 cents for 1909	8 1/2% \$53 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 3,900,000	Tls. 6,500	Final of 6 1/2% bonus Tls. 1 for 1909	6 1/2% Tls. 120
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000	\$1,050	Final of \$1.80 for account 1909	8 1/2% \$39 buyers
COTTON MILLS							
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	Tls. 1,000,000 Tls. 40,000 \$1,040,000	\$10,491	Tls. 11 for year ending 31.10.09	8 1/2% Tls. 122 sellers
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	225,000	\$10	\$10	\$2,250,000 \$2,250,000	\$2,351	50 cents for year ending 31.7.08	8 1/2% \$5 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000	Tls. 5,372	Tls. 7 1/2 for year ending 31.12.09	12 1/2% Tls. 62
Lao-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000	Tls. 4,872	Tls. 6 for 1909	7 1/2% Tls. 70
Sui Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 200,000	Tls. 3,172	Tls. 25 for 1909	10 1/2% Tls. 240
MISCELLANEOUS							
Bell's Asbestos Eastern Agency, Limited	8,004	22 1/2	12 1/2	\$1,800,000 \$1,800,000	\$2,648	15 1/2% per share for 1908	\$10 buyers
China-Borneo Company, Limited	50,000	\$15	\$15	\$750,000 \$750,000	\$24.1	60 cents for 1909	\$10 buyers
China Light and Power Company, Limited	50,000	35	35	\$1,750,000 \$1,750,000	\$61,138	10 cents for year ended 28.2.06	\$13 sellers
Do. Do. (special shares)	50,000	\$1	\$1	\$500,000 \$500,000	\$2,602	80 cents for 1909	9 1/2% \$8 1/2 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000	\$1,801	\$1.20 for year ending 31.7.09	6 1/2% \$19
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000	\$4,390	Final of 40 cents making in all 7 1/2 cents per share for 1909	10 1/2% \$7 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000	\$670	14 per cent. via \$1.40 for 1909	10 1/2% \$40 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000	\$1,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 1/2% \$40 sellers
Hongkong Electric Company, Limited	60,000	\$25	\$25	\$1,500,000 \$1,500,000	\$7,616	Final of \$8 for 1910	6 1/2% \$160 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000	\$4,076	Final of \$1 making in all \$2 for 1910	9 1/2% Tls. 1,480
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000	Tls. 16,681	2nd interim dividend of Tls. 12 1/2 for 1909	4 1/2%
Matchless Motor Works, Ltd.	25,000	Gs. 100	Gs. 100	Tls. 2,500,000 Tls. 2,500,000	Tls. 16,681	80 cents (fully paid) shares and 8 cents on \$1 paid shares for year ending 31.12.10	5 1/2% \$244 sellers
Park Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000	\$3,071	None	\$18 buyers
Park Tramways Company (new)	50,000	\$10	\$10	\$500,000 \$500,000	\$3,071	None	\$18 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000	\$1,840	Final Tls. 5 making Tls. 8 for 1908	2 1/2% Tls. 240 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 600,000	Tls. 5,350	First year	\$55 sellers
Societe des Papiers et Papeteries du Tonkin	12,100	50	25	none	none	None	\$100 currency
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000	\$27,000	None	\$15 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$500,000 \$500,000	\$11,056	10 1/2% for year ending 31st May 1909	\$5 ex div. b.
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000	\$542	60 cents for year ending 31.12.08	8 1/2% \$7 1/2 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$1,941	60 cents per share for year ending 31.12.09	\$5 sellers ex div.
Watkin Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$2,018	25 cents for 1909	\$7 buyers
Watson (A.S.) Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000	\$712	None	\$3 sellers
William Powell, Limited	15,000	\$7 1/2	\$7 1/2	\$112,500 \$112,500	\$712	None	\$3 sellers

Intimations

COMPANIA GENERAL DE TABACOS DE FILIPINAS

ESTABLISHED IN 1884 CAPITAL 25,000,000



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

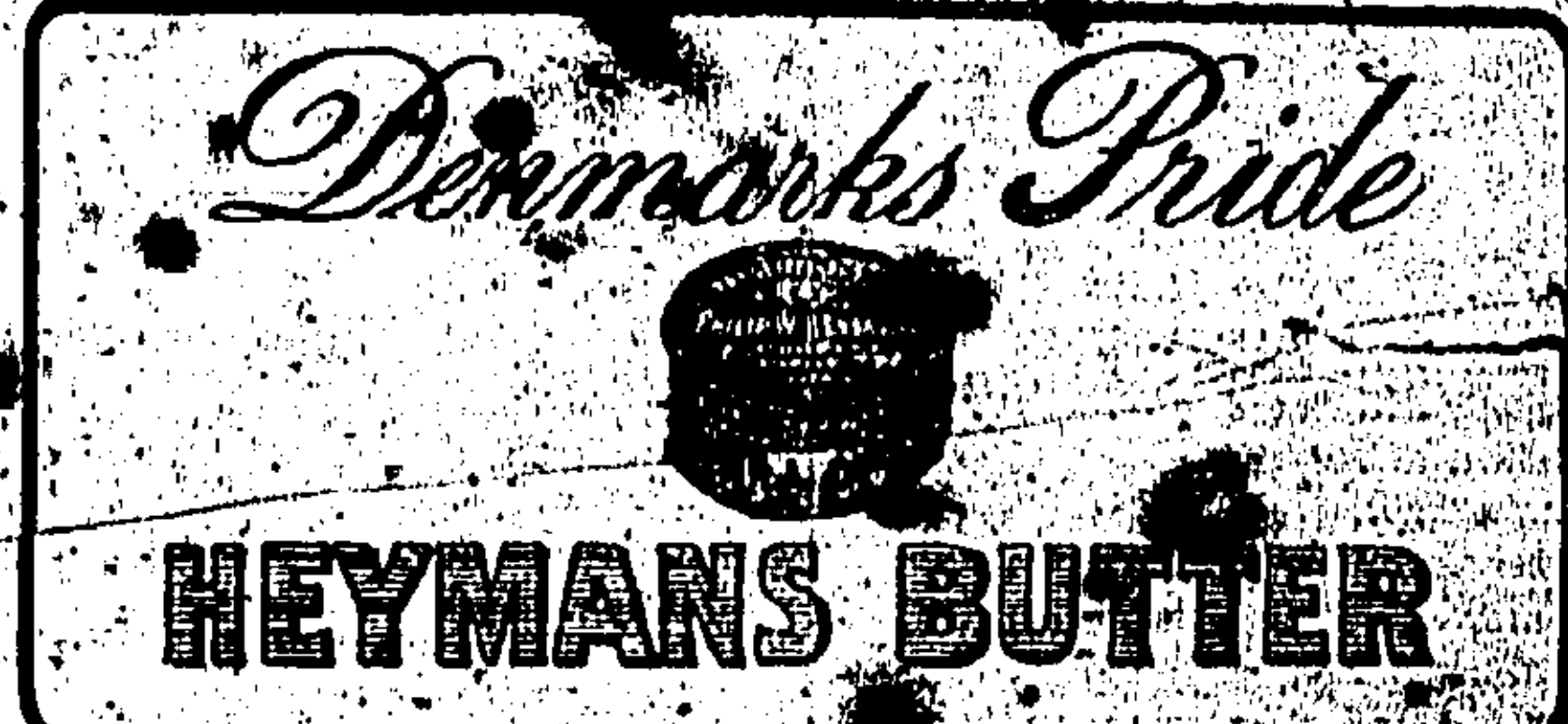
SPECIAL BRANDS

Pigtails, Vegueres Especiales, Regalia Lopez, Regalia G. Perez, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES

BARRETO & CO.

AGENTS



STRESEN & CO. Sole Agents

P. BLACKHEAD & CO.

SHIPHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOLE AGENTS FOR HARTMANN'S PATENT MOTOR LAUNCHES, HARTMANN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT.

SOLE AGENTS FOR FERGUSON'S SPECIAL URRAM and P & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK. REASONABLE PRICES.

A TOO STABLE, LEIGHTON HILL ROAD (next to No. 1, Police Station).

Established SHOEING FORGE, Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement. Shipping of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES: At the Stables or anywhere in Hongkong, \$2 per animal. At Kowloon, \$3 per animal. A TOO STABLE, Leighton Hill Road, Hongkong, 21st March, 1907.

LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

14, CANTON STREET, HONGKONG.



FREE TRIAL

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ROYAL STANDARD

TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction

ONE No. 483 and the machine

will be at your office for free

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES

AND

SEWING MACHINES

A Specialty. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE

DRAGON CYCLE

DEPOT

14, CANTON ROAD